

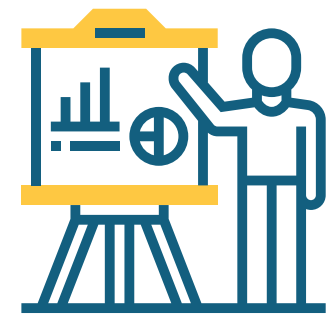
**Welcome!**

# US-75 Corridor Study, N-370 to I-80

## Public Open House



Please sign in



Learn about the project

- Listen to the presentation
- Ask questions of the study team



Visit our website at [ndot.info/22953](https://ndot.info/22953)

**¡Bienvenido!**

# Estudio del Corredor US-75, de N-370 a I-80

## Jornada de Puertas Abiertas



Por favor, regístrese



Aprende sobre el proyecto

- Escucha la presentación
- Haz preguntas al equipo de estudio



Visite nuestro sitio web en [ndot.info/22953](https://ndot.info/22953)

Project Number | Número del Proyecto: **S-MTIS-75-2(1082)**

Control Number | Número de Control: **22953**

**NEBRASKA**

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

# Why We're Here



## Share what we're studying

Safety, traffic, and how the interchanges work together.



## Show early ideas

Several concepts are in progress for US-75 and its interchanges.



## Hear from you

What works? What's frustrating? Which tradeoffs feel right?

We're studying how to improve safety and travel on US-75 from N-370 to I-80. Your input will **help guide us as we refine alternatives** and develop a recommendation. **No decisions have been finalized.** Thank you for being here.

### What's not happening **just yet**

Final design, buying property, or construction decisions.



*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated February 23, 2026 and executed by FHWA and NDOT.*

# Building on Past Studies

This corridor has been studied before. The 2019 **Metro Area Travel Improvement Study (MTIS)** created a regional freeway vision, including high-level concepts for US-75. This study uses current data to take a closer, more detailed look, as shown below.

## What Earlier Studies Did

## What This Study Looks At



### Corridor Approach

Set long-range, big-picture concepts for future system needs.

Detailed review of safety, weaving, ramp spacing, and local access using current crash data and 2050 traffic forecasts.



### Ramp Spacing

Identified as issues but not analyzed in detail.

Pinpointing where weaving and short spacing lead to a high number of crashes, especially north of L Street.



### Pedestrian Needs

Not addressed.

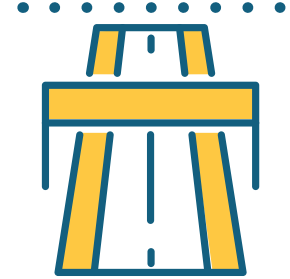
Prioritizing safer crossings and construction-phase detours near Q, L, and F Streets and Cornhusker Road.



### Q, L, and F Streets

Recommended major changes at Q and L, and full closure of the F Street interchange.

Studying options to improve safety, simplify access, and address spacing. **We are exploring options to keep some or all access to the F Street interchange.**



### Chandler Road

Identified growth and capacity issues at the interchange.

Evaluating designs to improve merging, weaving, and ramp operations.



### Cornhusker Road

Recommended a Diverging Diamond Interchange (DDI).

Re-evaluating the DDI and comparing it with other options to improve safety and access.



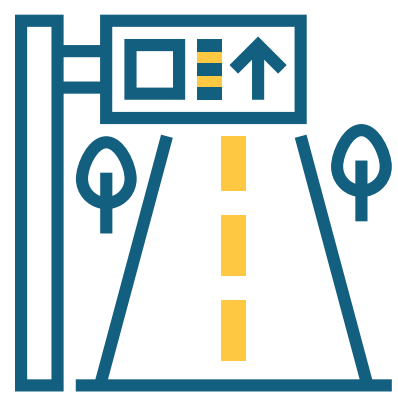
### N-370

Recommended expanding N-370 to six lanes through the interchange.

Improving ramp operations with targeted widening on N-370.



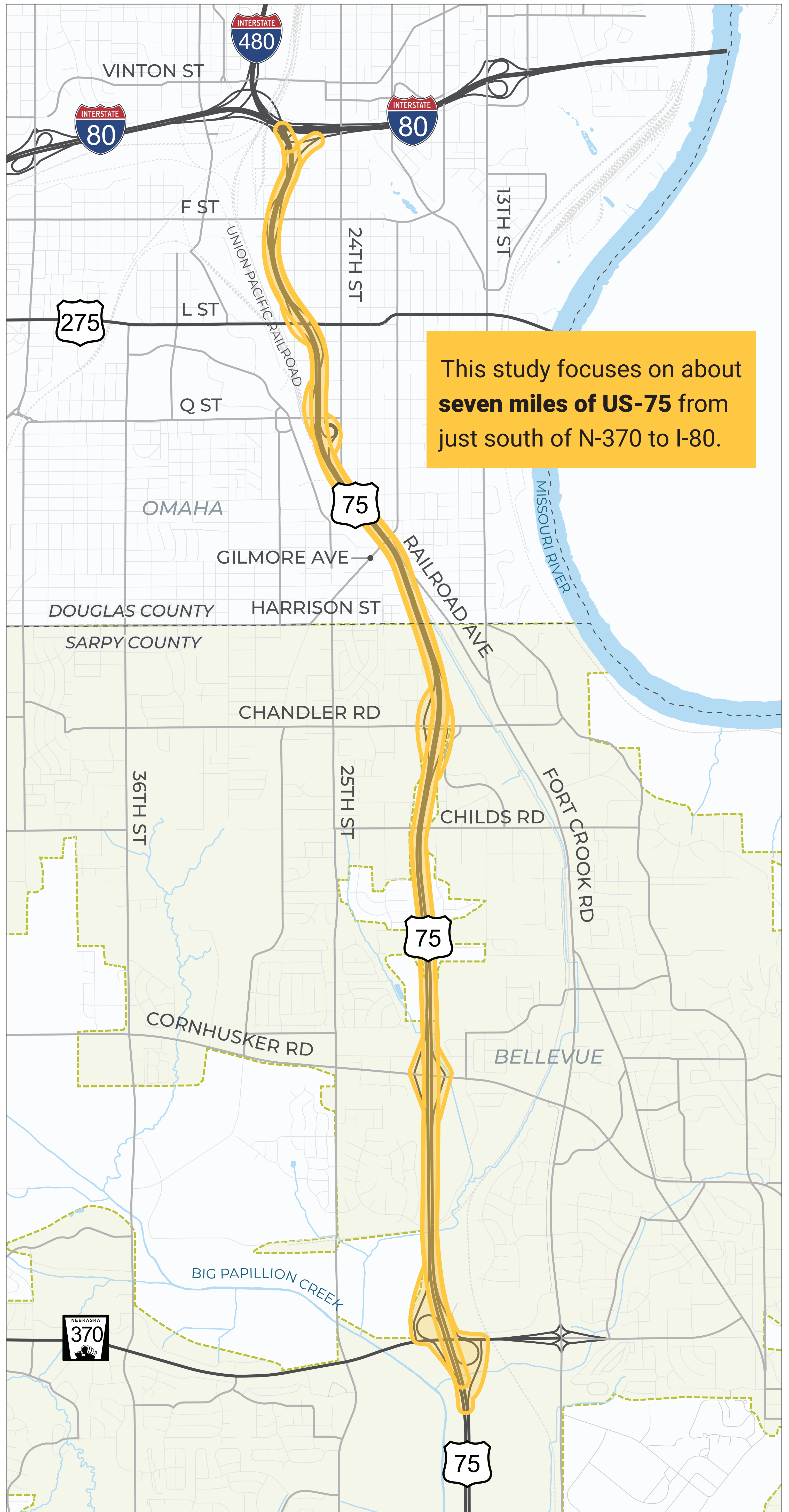
# A Closer Look at the Study Area




It includes US-75 interchanges with N-370, Cornhusker Road, Chandler Road, Q Street, L Street, and F Street.





It does not include the I-80/I-480/US-75 interchange at the north end of the study area.



This study focuses on about **seven miles of US-75** from just south of N-370 to I-80.


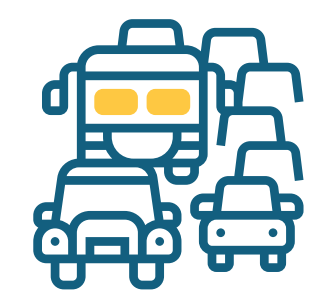


**Legend** 

-  Project Location
-  Bellevue City Limits

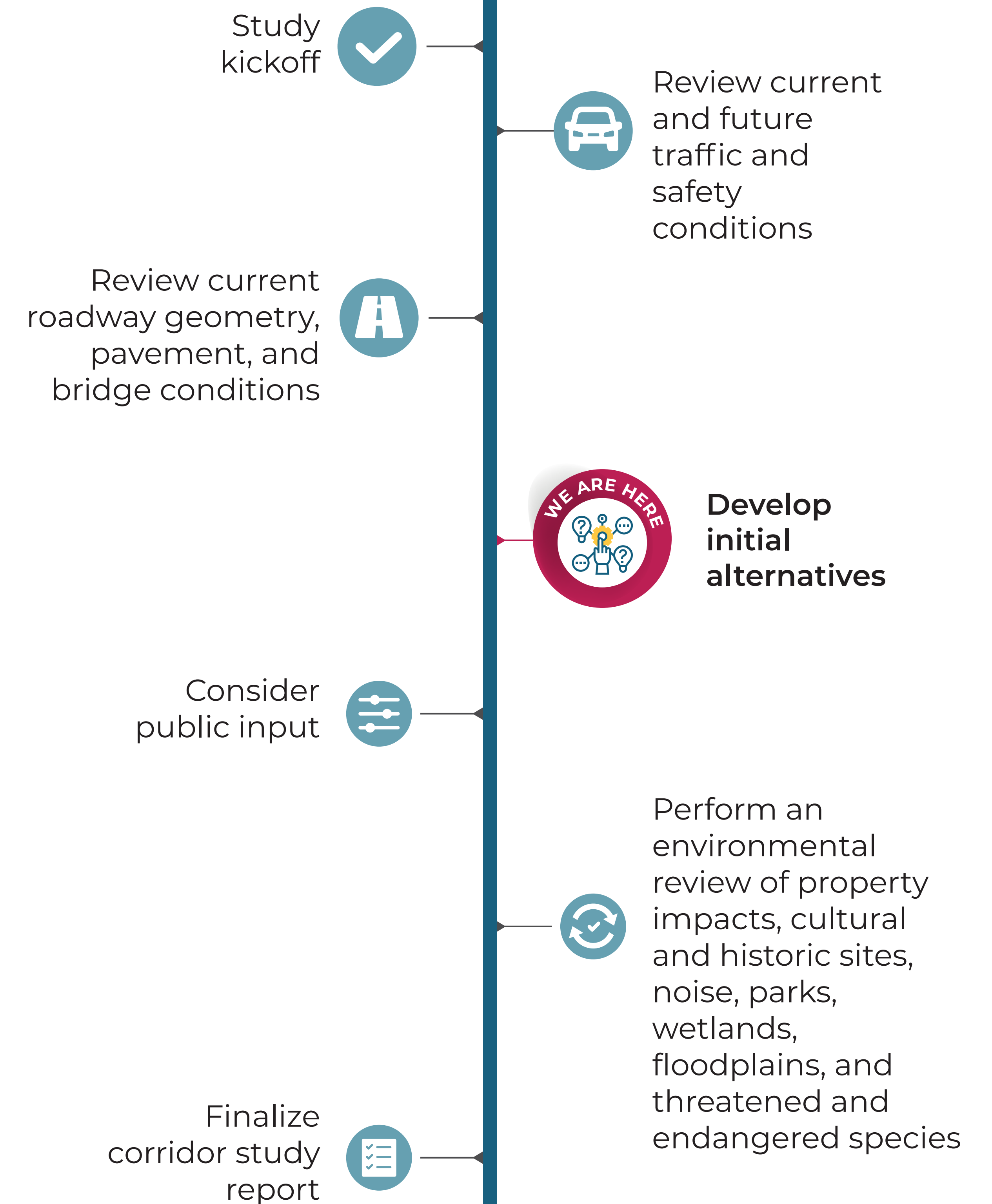
# What This Study is **Looking At**

This study will help us understand what should be built and when. NDOT anticipates carrying out improvements as several projects over the next decade, pending funding and future design work.

## This study includes:

-  **Safety analysis:** where and why crashes happen on US-75 and its interchanges.
-  **Traffic analysis:** identify today's traffic counts and congestion locations and evaluate how both are expected to grow by 2050.
-  **Interchange concepts:** draft layouts that reduce weaving and improve spacing.
-  **Early screening:** how alternatives fit with nearby streets, potential land needs, and rough cost and phasing estimates.

All of this work, along with your input, will help us shape an alternative to carry into environmental review and include in the final study report.



# Cultural Resources

- 13 areas showed potential for buried soils.
- Five individually listed National Register of Historic Places (NRHP) properties/districts:
  - Packer's National Bank Building
  - Omaha Fire Station # 5
  - The Polish Home (El Museo Latino)
  - South Omaha Main Street Historic District
  - Omaha Park & Boulevard System
- Five properties under evaluation as potentially eligible.

# Recursos culturales

- 13 áreas mostraron potencial para suelos enterrados.
- Cinco propiedades/districtos listados individualmente en el Registro Nacional de Lugares Históricos (NRHP):
  - Edificio del Banco Nacional de Packer
  - Estación de Bomberos #5 de Omaha
  - La Casa Polaca (El Museo Latino)
  - Distrito Histórico de la Calle Principal de South Omaha
  - Sistema de Parques y Bulevar de Omaha
- Cinco propiedades en evaluación como potencialmente elegibles.



Omaha Fire Station Number 5

Estación de Bomberos N.º 5 de Omaha



# What We've Done So Far

NDOT kicked off this study by meeting with local agencies and community stakeholders to better understand concerns and priorities.



## What They Said

- Want a more reliable and less stressful US-75.
- More targeted outreach.
- Concerns about F Street interchange access.
- Pedestrian safety is a major concern.



## What NDOT is Doing as a Result

- Studying how to make US-75 easier to navigate.
- Expanding outreach strategies.
- Keeping some access at the F Street interchange.
- Prioritizing pedestrian crossings.

## How You Can Stay Involved

### Engagement Booth



#### Cinco de Mayo Health Fair

Saturday, May 16

10:30 a.m. to 3:30 p.m.

South 24th Street and N Street in Omaha

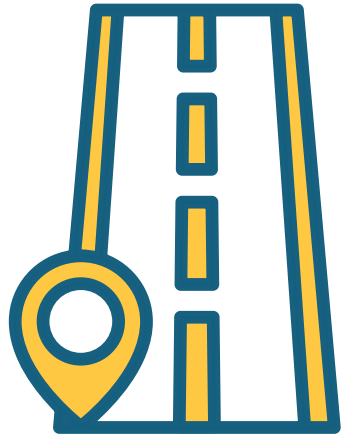
We'll bring the same information from tonight's open house. Know someone who couldn't make it tonight? Send them our way!

We'll also hold a variety of additional engagement opportunities, including one-on-one stakeholder meetings and small-group discussions, as well as another public open house in spring 2027.



# What We've Heard So Far

The study kicked off with a community survey from **November 10 to December 12, 2025**. This early feedback shaped our understanding of corridor needs and informed the alternatives shown on other boards.

During the **community survey**, participants could drop a pin anywhere along the corridor to **identify specific locations** where they've **experienced safety concerns** or **congestion issues**.



The **most frequently** selected areas of **Q, L, and F Streets**, as well as **Gilmore Avenue** and **Cornhusker Road**, aligned closely with the **top issues identified** in the survey and are **key locations** where our team is **recommending improvements**.

Top three items you would most like to see improved along the corridor:

- 1 Added capacity/lanes
- 2 Ability to merge
- 3 Improved lane striping

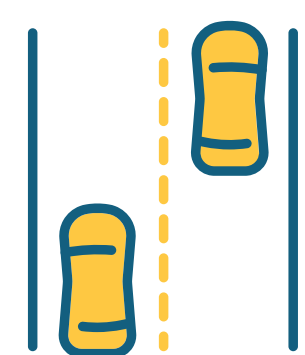
What issues do you think most affect your travel experience?

- 1 Congestion
- 2 Speeding
- 3 Interchange design

# Why This Study Matters

US-75 is **vital** for local businesses, workers, freight, and visitors. **Improving safety and reliability** within this corridor could improve daily travel, strengthen access to jobs and destinations, and support community reinvestment. It could also **boost** tourism, events, and long-term regional economic growth.

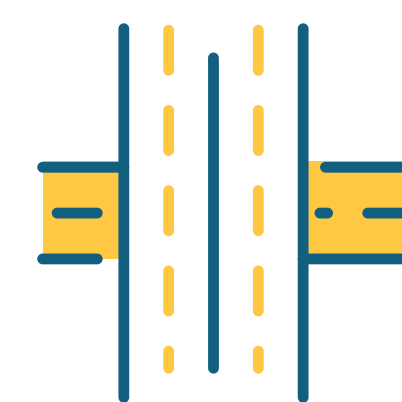
## Our Purpose



Enhance **safety** and **reduce congestion** in the corridor



Handle **current and future travel** and **improve reliability** on US-75



Fix aging infrastructure and **meet modern design standards**



**Improve interchanges** so entering and exiting US-75 is easier

## What if we don't act?

- Congestion is expected to **worsen substantially by 2050**, especially northbound US-75.
- Crash patterns tied to **short weaving** and **closely spaced ramps** may continue.
- **Delays and construction costs will increase** as traffic volumes grow.

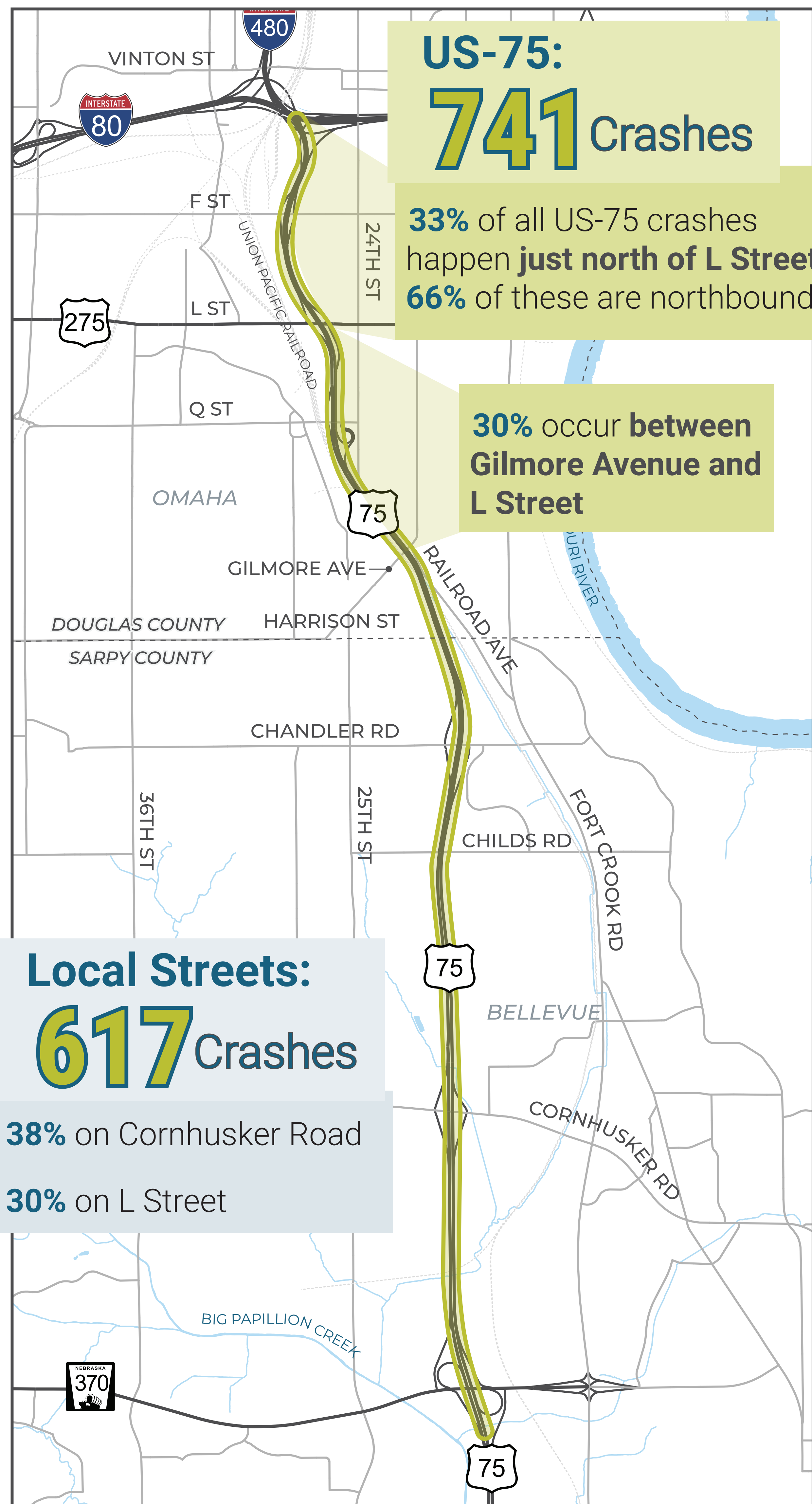


# What's Driving the Need for Improvements

## Crash History in the Study Area (2021-2023)

**1,358** Total Crashes in the Corridor

**5** Fatal **27** Serious Injury



**63%** of highway crashes happen in just **30%** of the corridor, from **Gilmore Avenue to south of I-80**.

**4 of 5 fatal** crashes occurred on the highway itself rather than local streets.

## Crash Impacts on Our Community

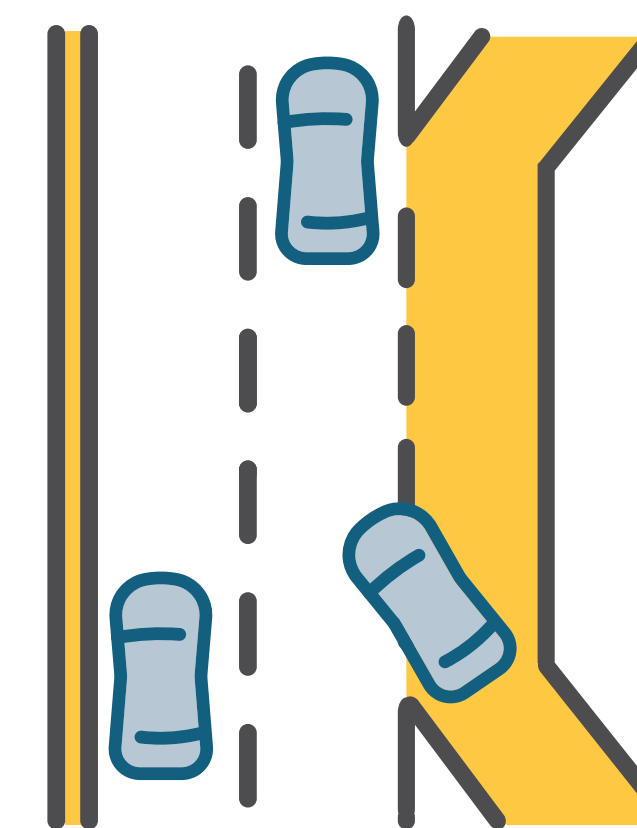


**CONFIDENTIAL INFORMATION:** The safety and crash data contained in this document is confidential, protected and/or privileged information. Federal Law, 23 USC 407, prohibits the production of this document or its contents in discovery or its use in evidence in a State or Federal Court. The State of Nebraska has not waived any privilege it may assert as provided by that law through the dissemination of this document and has not authorized further distribution of this document or its contents to anyone other than the original recipient.

## Infrastructure & Standards

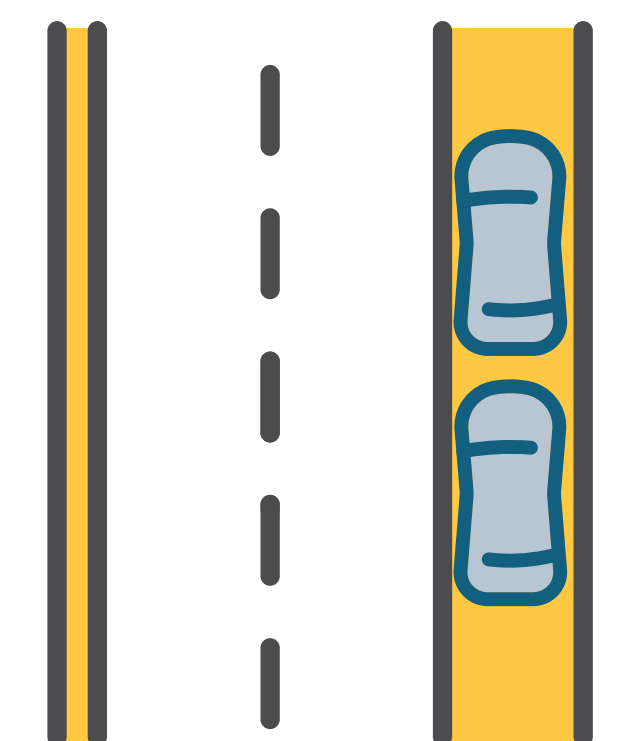
Much of US-75 was built in the 1970s–1990s. While it met standards then, many features no longer match modern design guidance, including shoulder width, bridge clearance, curves, sight distance, and ramp spacing. These conditions can affect safety, traffic flow, and long-term maintenance.

### Ramp Spacing



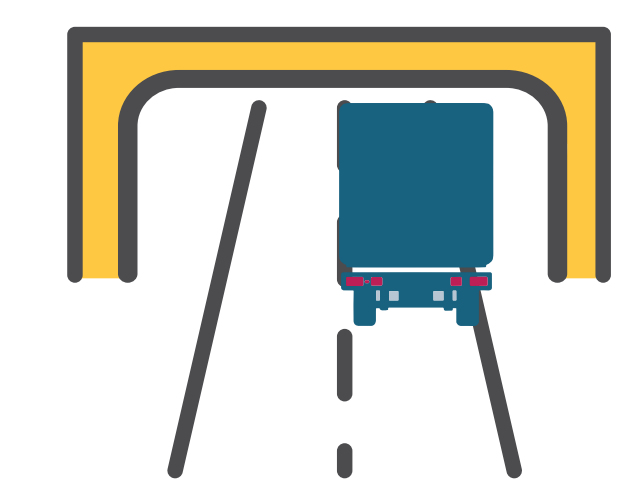
Along the corridor, there are many on and off ramps that are very close together. Because traffic is moving so fast on US-75, vehicles joining or leaving it must make quick merging movements, called weaving. High volumes of traffic worsen the safety issues caused by tight weaving areas. Closely spaced ramps impact entering, exiting, and lane changes. In the Q–L–F Street area, ramps are much closer than today's recommendations. Results include sudden lane changes and stop-and-go traffic.

### Shoulder Width



Modern freeways use 12-foot shoulders for breakdowns and emergency access. Older parts of US-75 have much narrower shoulders, which means emergency vehicles may have trouble getting through.

### Bridge Clearance



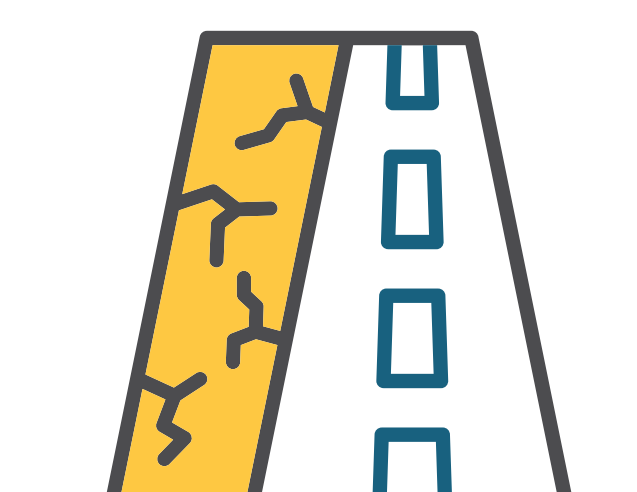
Some bridges along US-75 are lower than preferred standards, and a few have been hit by large trucks.

### Curves & Sight Distances



Older curve design and narrow shoulders can make it hard for drivers to see what's ahead. Limited sight distance combined with higher speeds can result in rear-end and sideswipe crashes.

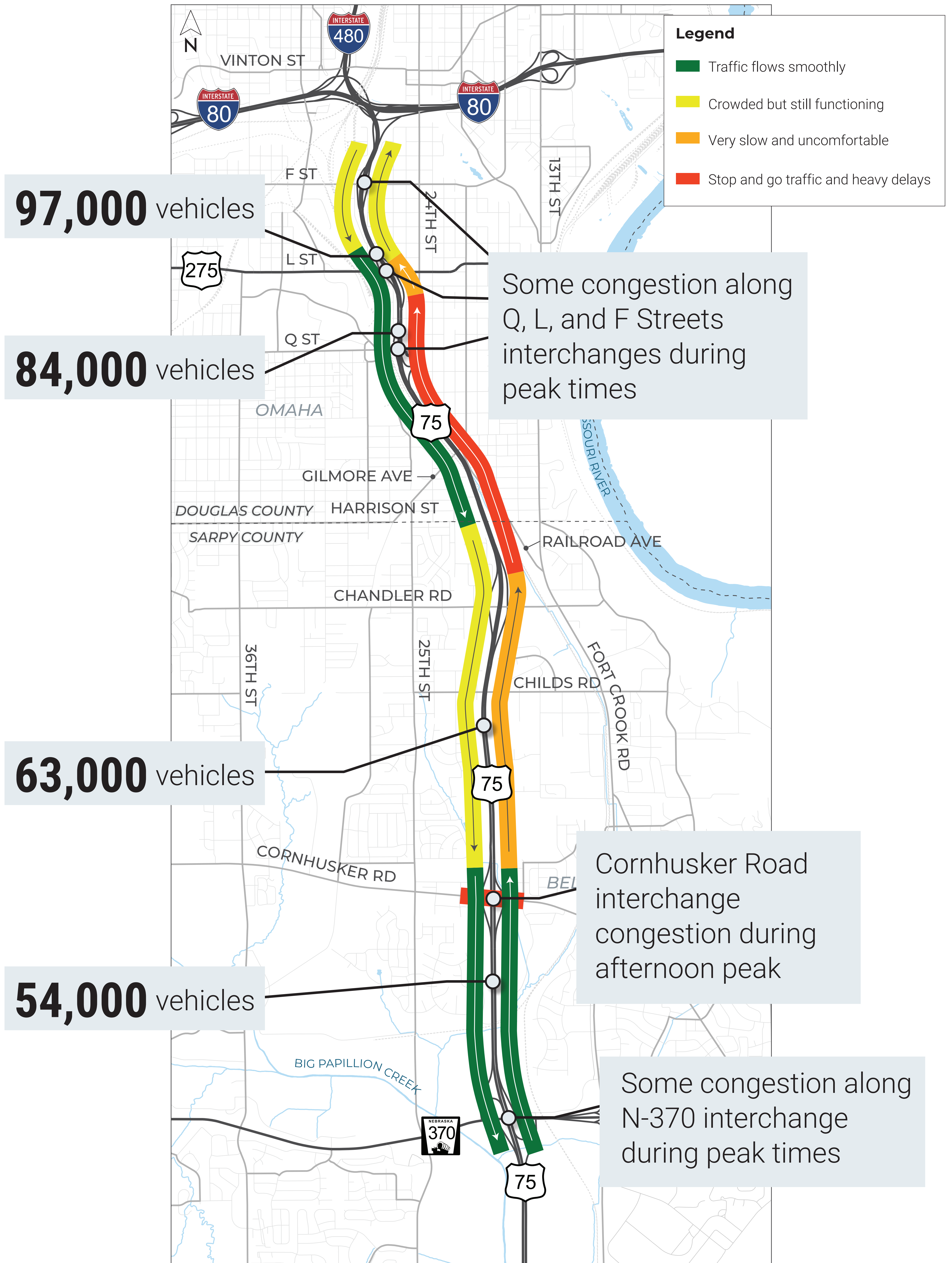
### Aging Pavement & Bridges



Pavement and bridges from the 1970s–1990s are reaching the end of their service life. This means more repairs, more closures, and higher costs if they aren't upgraded.

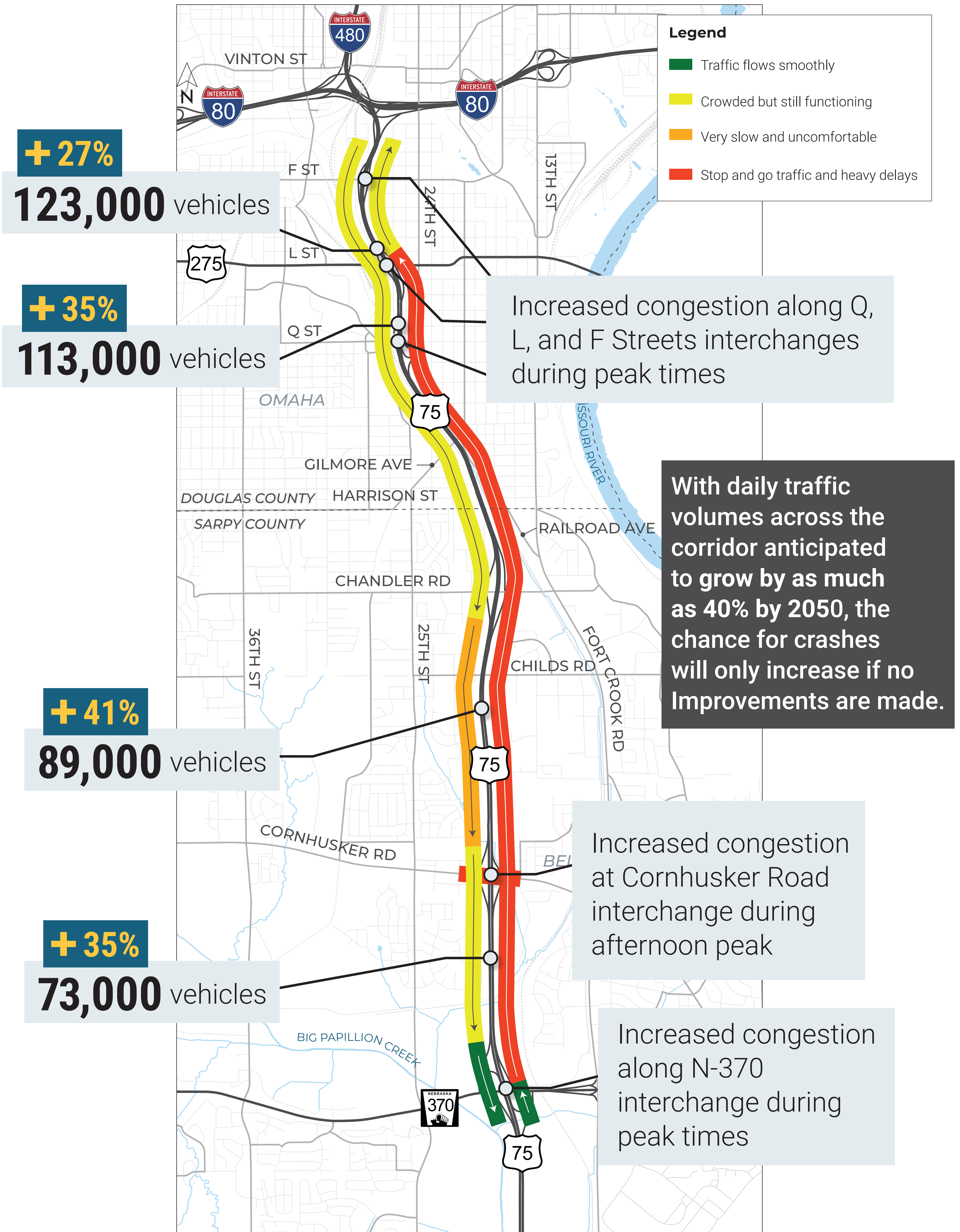
# Current Daily Traffic Flow (2025)

The map below highlights typical congestion on US-75 if **no improvements are made**. It shows **northbound** traffic during the **morning peak**, and US-75 **southbound** traffic during the **afternoon peak**.

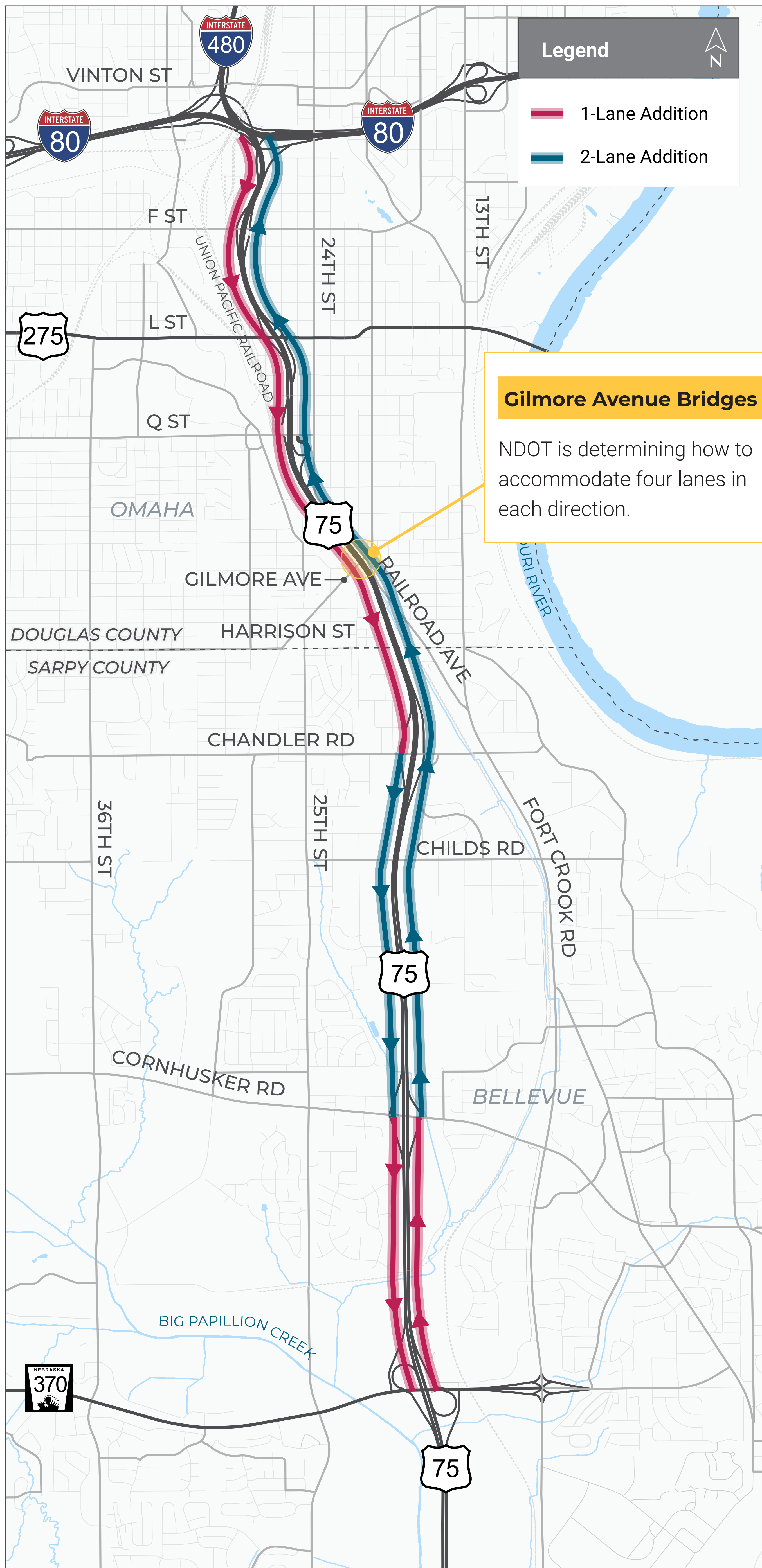


# Future Daily Traffic Flow (2050)

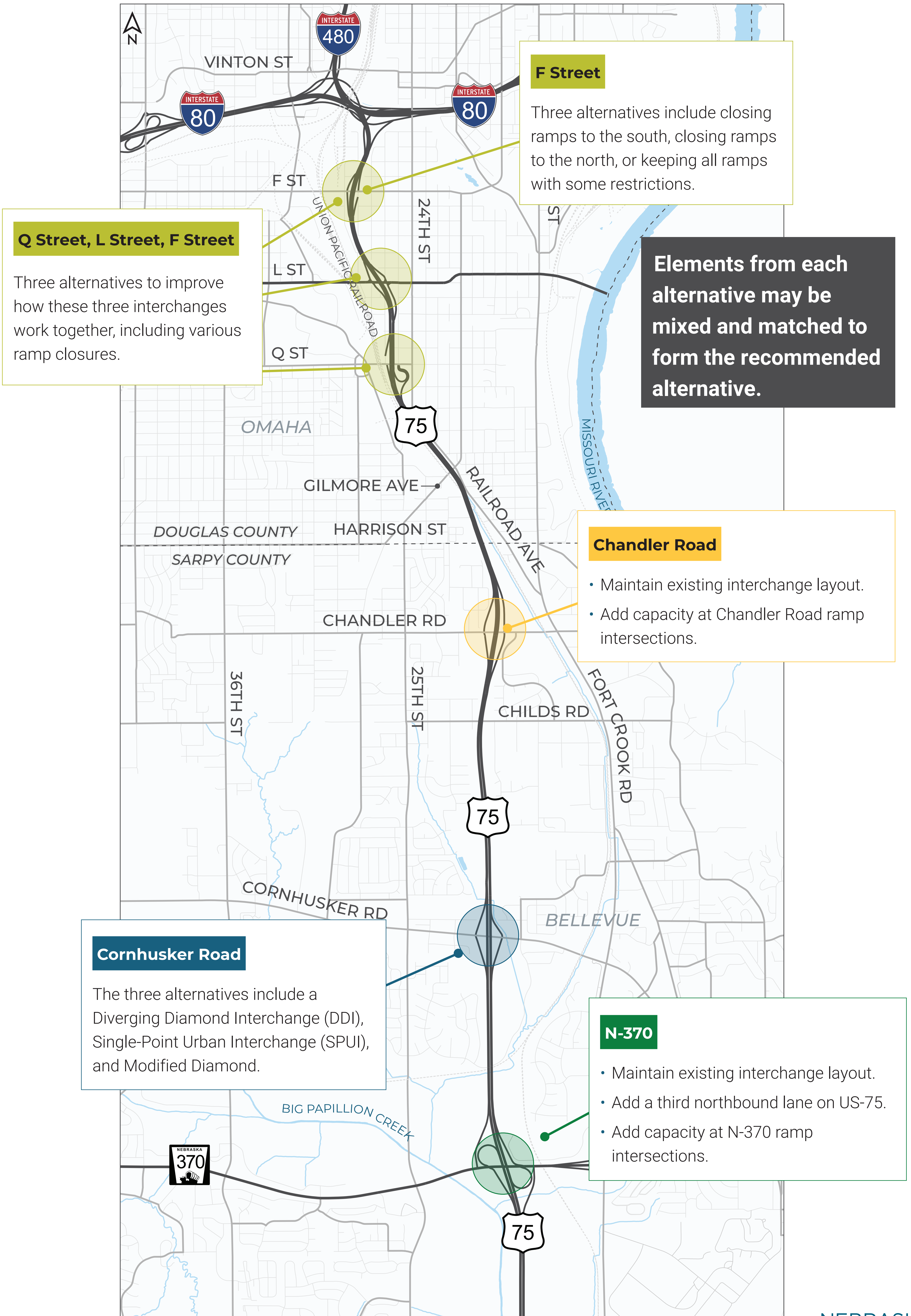
The map below highlights future congestion on US-75 for **northbound** traffic during the **morning peak**, and future US-75 **southbound** traffic during the **afternoon peak** if no improvements are made.



# US-75 Widening Alternatives



# Interchange Alternatives We're Considering



# Pedestrian Access & Safety Improvements

The alternatives being studied would keep most of the current US-75 pedestrian crossings and improve existing sidewalks and crossings. Any new or rebuilt sidewalks would meet current **Americans with Disabilities Act (ADA) standards.**

## Pedestrian Access Maintained During Construction

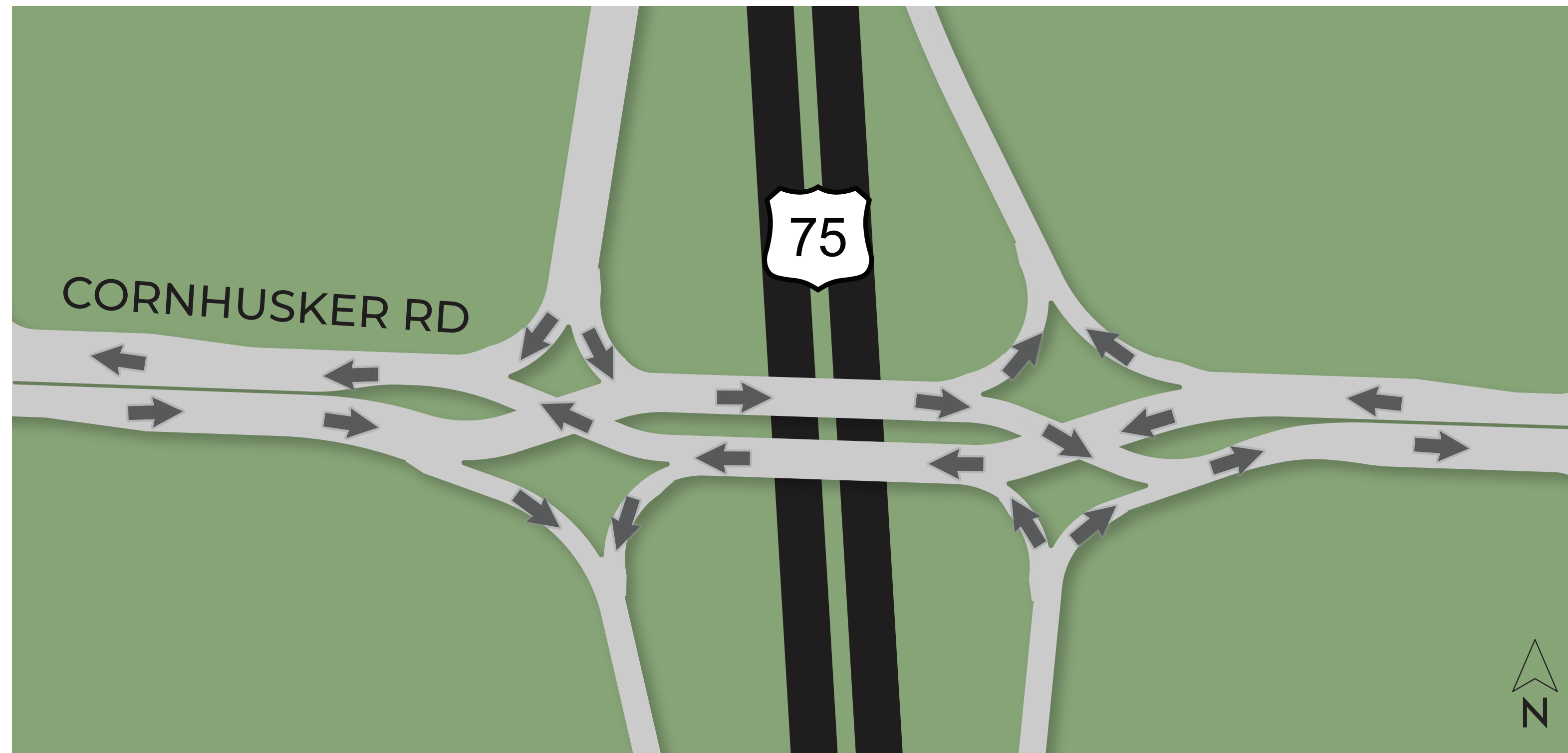
When construction occurs, **NDOT will maintain pedestrian access** throughout the corridor.



# Cornhusker Road Alternatives

These models are for viewing purposes only.

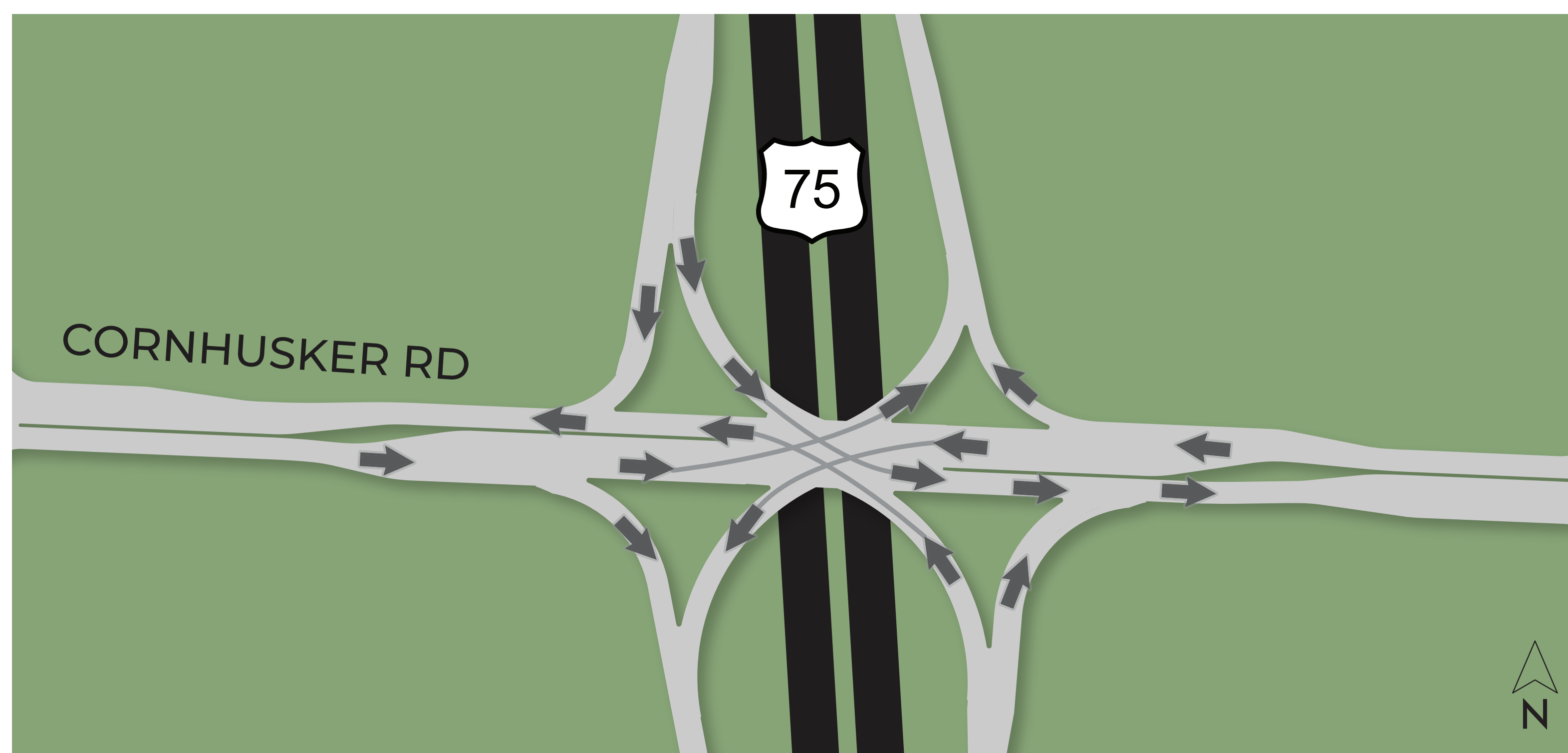
## A Diverging Diamond Interchange (DDI)



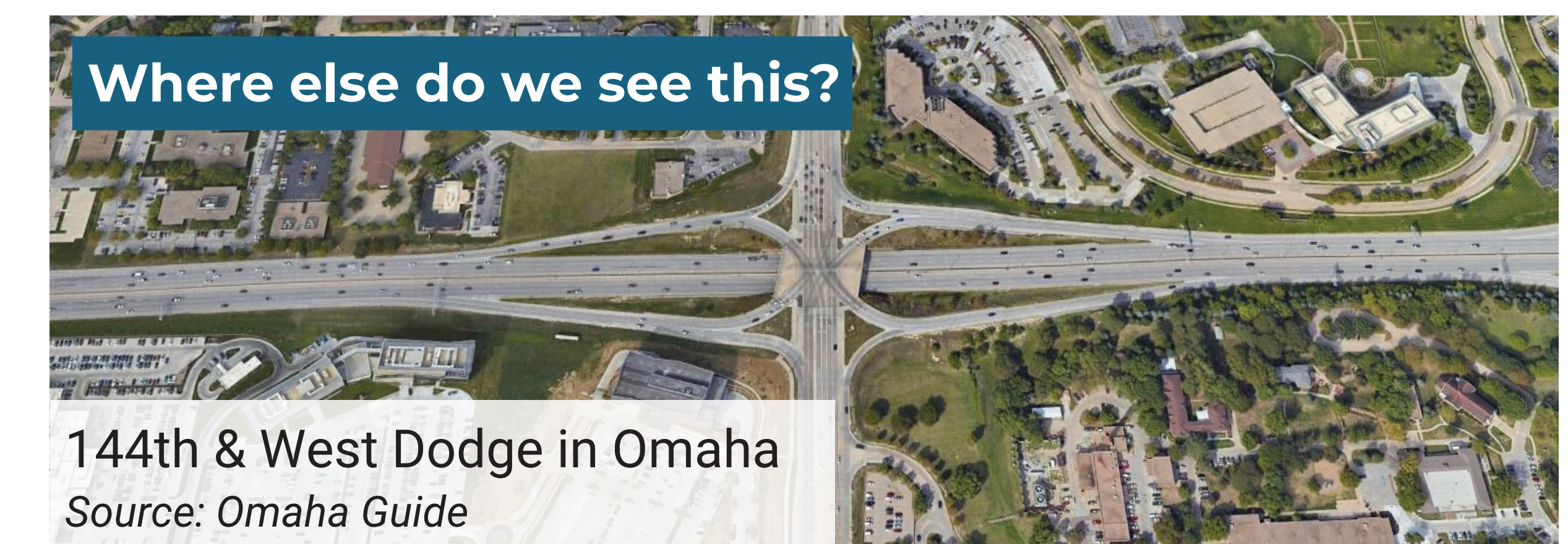
- Traffic briefly crosses sides to improve safety and make turns easier.
- Cornhusker Road becomes six lanes near the interchange.
- Current bridge carries eastbound traffic; a new bridge carries westbound traffic.
- Pedestrian path between eastbound and westbound traffic over US-75.



## B Single-Point Urban Interchange (SPUI)



- All turns happen at one traffic signal.
- Cornhusker Road stays four lanes.
- Increases spacing between intersections to the west and east of US-75.
- Two lanes for all left-turns and exit ramp right-turns.



## C Widened Diamond Interchange

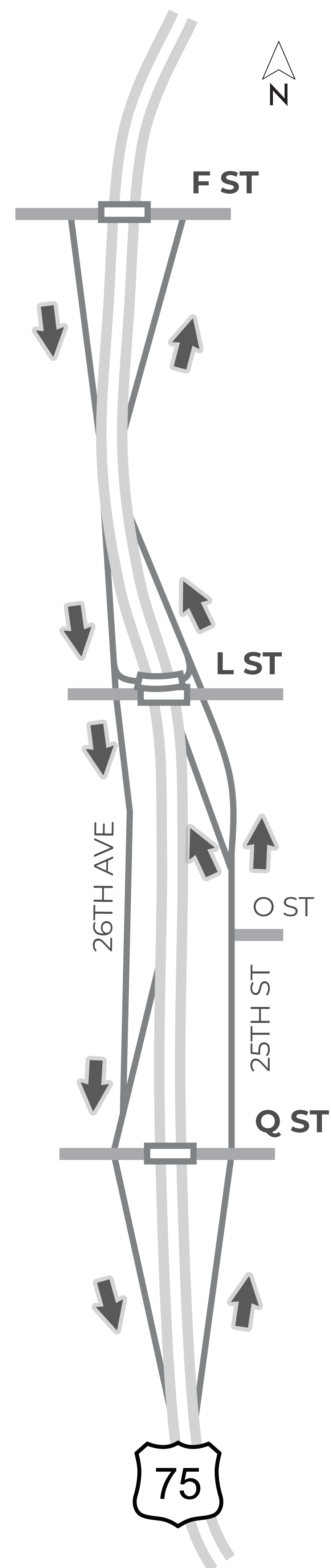


- Upgrades today's diamond layout without replacing it fully by adding turn lanes and capacity.
- Cornhusker Road becomes six lanes around the interchange.
- Two lanes for all left-turns and southbound exit ramp right-turn.

# Q, L, and F Street Interchange Alternatives

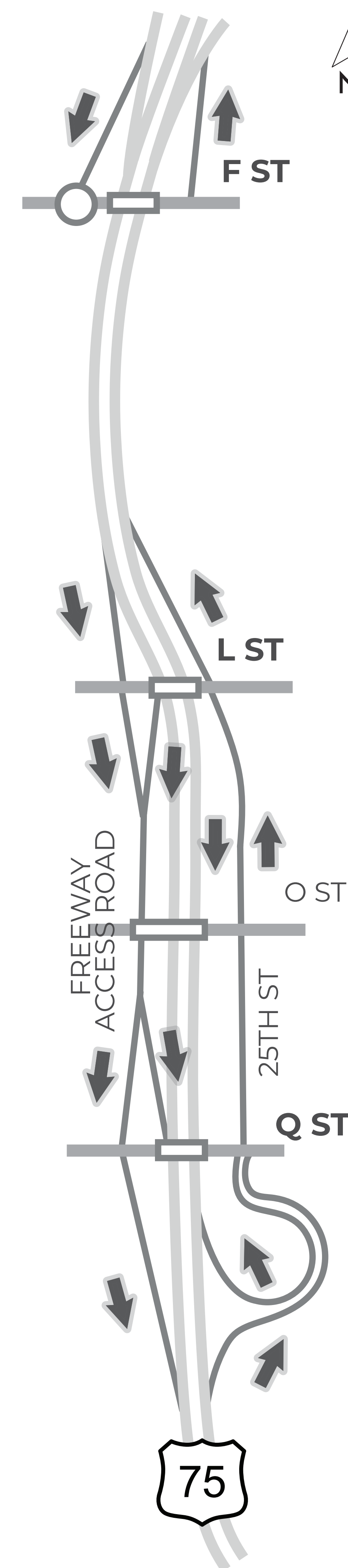
These models are for viewing purposes only.

## Alternative A



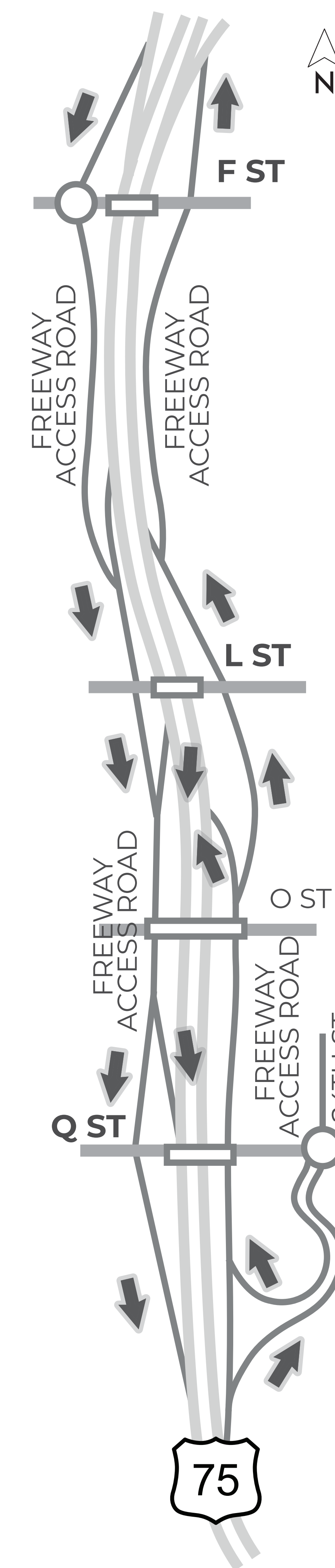
- Partial access at F Street
- Dedicated turnaround at L Street to provide access to I-480/I-80
- Partial access at L Street
- Frontage roads along 26th Avenue and 25th Street between Q Street and L Street
- Removes O Street bridge
- Full access at Q Street

## Alternative B



- Partial access at F Street
- Median would allow access to or from I-80 eastbound and westbound only
- Partial access at L Street
- Between Q Street and L Street
- Southbound freeway access road west of US-75
- 25th Street for local access east of US-75
- Full access at Q Street

## Alternative C



- Partial access at F Street
- Median would allow access to or from I-80 eastbound and westbound only
- Freeway access roads would also be used to route traffic to or from F Street
- Full access at L Street
- Freeway access roads between Q Street and L Street
- Full access at Q Street

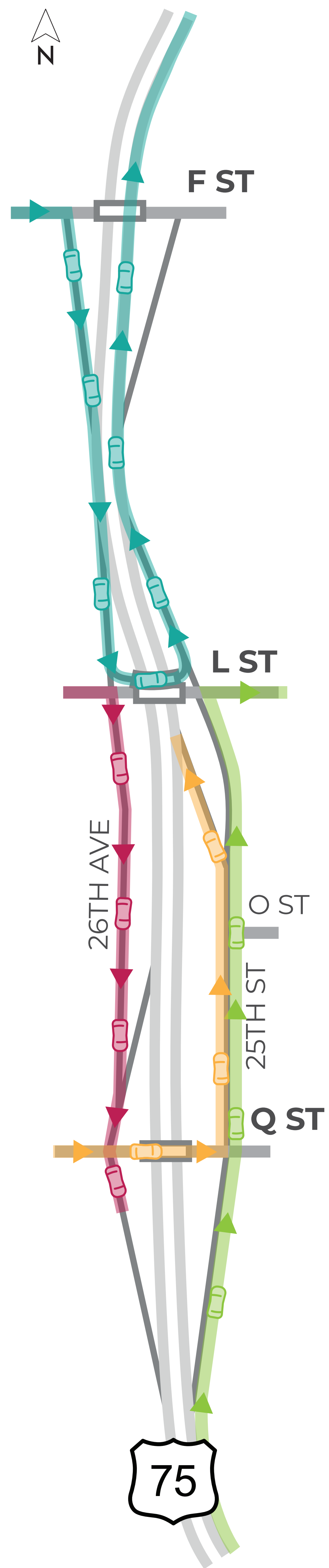
▬ Bridge  
○ Roundabout

# Navigating Q, L, and F Street Interchanges

These models are for viewing purposes only.

See how traffic would flow through the interchanges for each alternative.

## Alternative A



### F Street to Northbound US-75

- Head south at F Street onto US-75
- Exit at L Street and perform a "U-Turn" on a dedicated turnaround bridge
- Enter US-75 northbound at L Street

### L Street to Southbound US-75

- Head south at the interchange onto 26th Avenue frontage road
- Go through the Q Street intersection
- Enter US-75 southbound at Q Street interchange

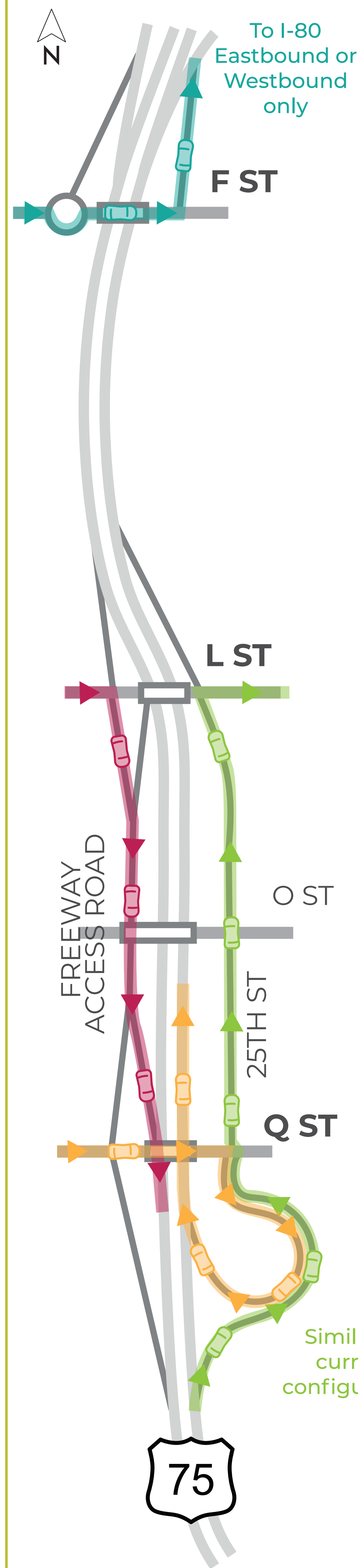
### Northbound US-75 to L Street

- Exit south of Q Street
- Go through the Q Street intersection onto 25th Street frontage road
- Travel north along 25th Street frontage road to L Street

### Q Street to Northbound US-75

- Turn onto 25th Street frontage road
- Travel north along 25th Street frontage road through O Street
- Enter US-75 northbound via an entrance ramp

## Alternative B



### F Street to Northbound US-75

- Head north at the F Street entrance ramp

### L Street to Southbound US-75

- Head south at the interchange onto a freeway access road
- Weave with traffic exiting to Q Street
- Enter US-75 southbound

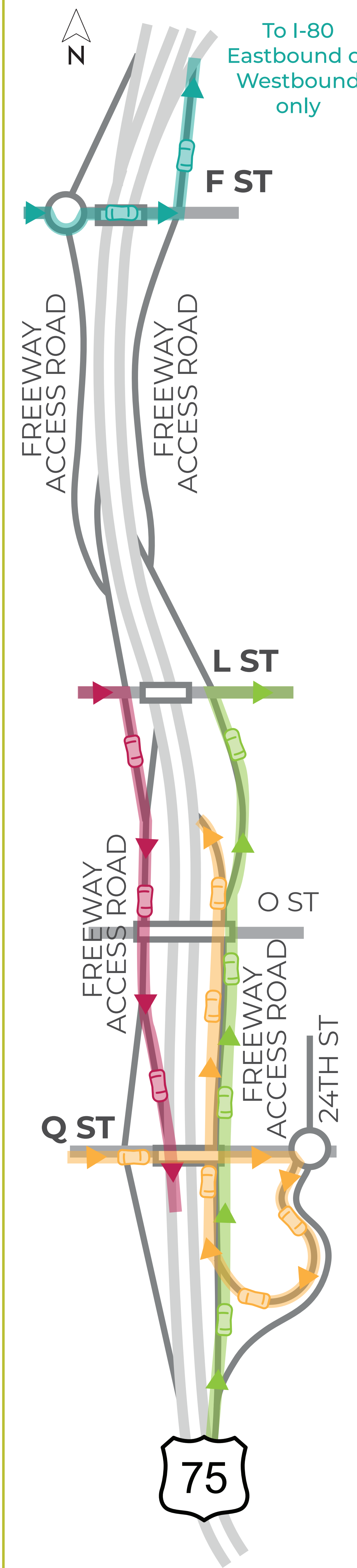
### Northbound US-75 to L Street

- Exit south of Q Street
- Go through the Q Street intersection onto 25th Street
- Travel north along 25th Street to L Street

### Q Street to Northbound US-75

- Take the loop entrance ramp

## Alternative C



### F Street to Northbound US-75

- Head north at the F Street entrance ramp

### L Street to Southbound US-75

- Head south at the interchange onto a freeway access road
- Weave with traffic exiting to Q Street
- Enter US-75 southbound

### Northbound US-75 to L Street

- Exit south of Q Street onto a freeway access road
- Weave with traffic entering from Q Street
- Exit at L Street

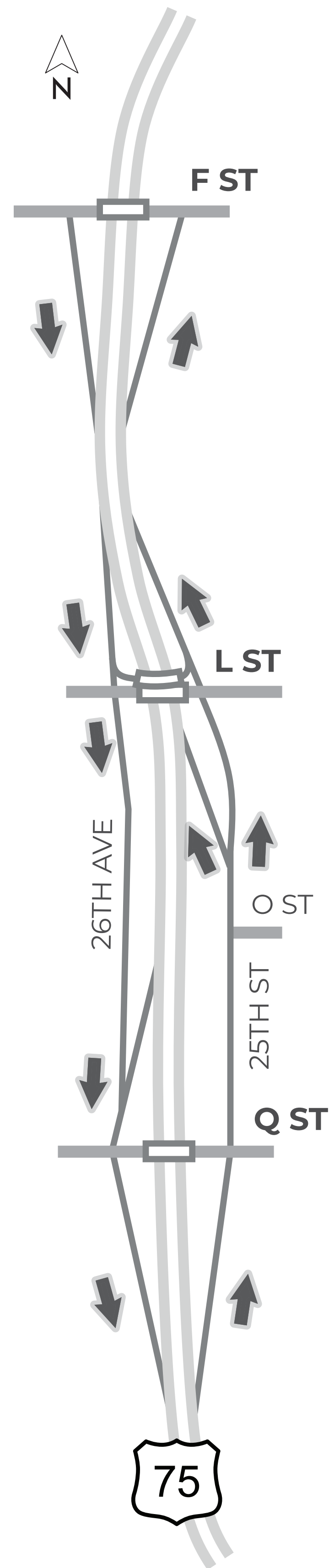
### Q Street to Northbound US-75

- Take the loop entrance ramp at the 24th Street roundabout
- Enter a freeway access road
- Weave with traffic exiting to L Street
- Enter US-75 northbound

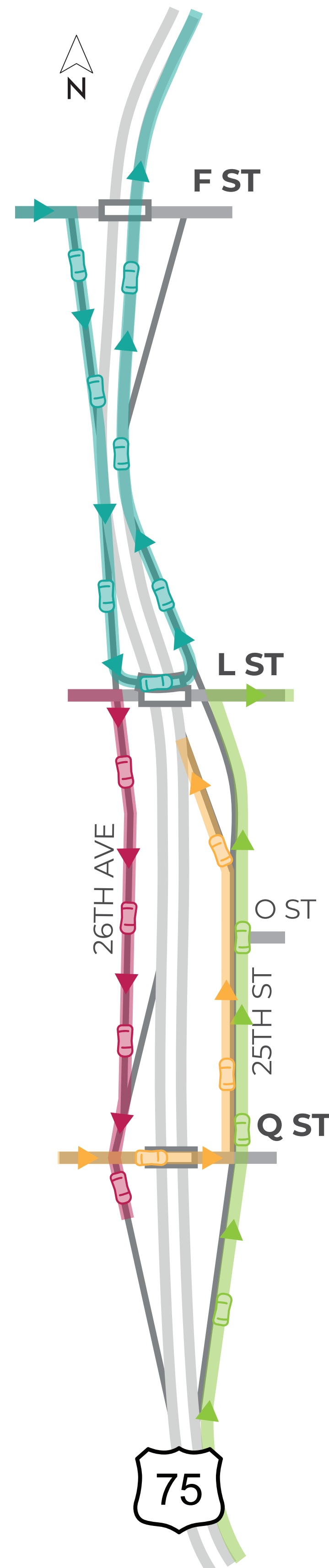
▬ Bridge  
○ Roundabout

# Q, L, and F Street Interchange Alternative A

*These models are for viewing purposes only.*



- Partial access at F Street
- Dedicated turnaround at L Street to provide access to I-480/I-80
- Partial access at L Street
- Frontage roads along 26th Avenue and 25th Street between Q Street and L Street
- Removes O Street bridge
- Full access at Q Street



## F Street to Northbound US-75

- Head south at F Street onto US-75
- Exit at L Street and perform a “U-Turn” on a dedicated turnaround bridge
- Enter US-75 northbound at L Street

## L Street to Southbound US-75

- Head south at the interchange onto 26th Avenue frontage road
- Go through the Q Street intersection
- Enter US-75 southbound at Q Street interchange

## Northbound US-75 to L Street

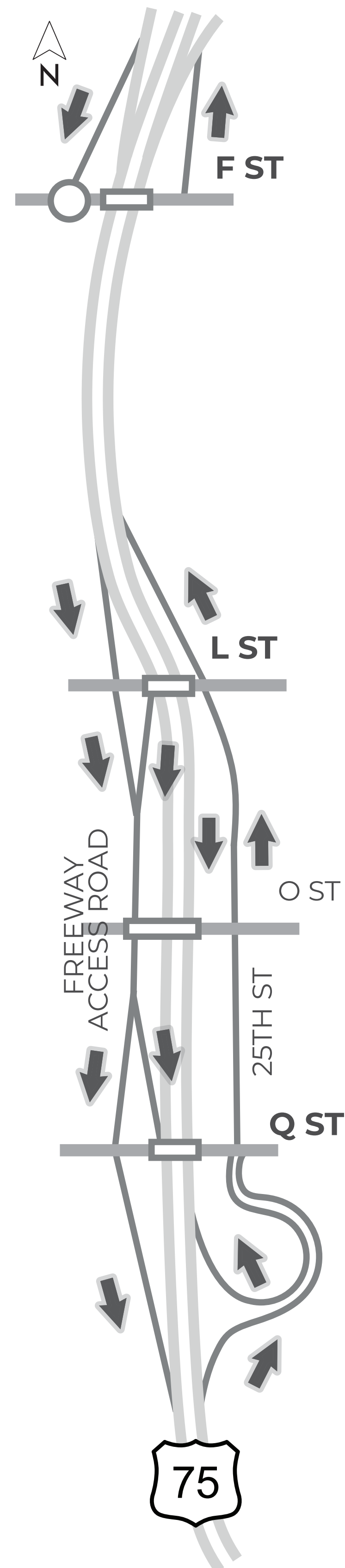
- Exit south of Q Street
- Go through the Q Street intersection onto 25th Street frontage road
- Travel north along 25th Street frontage road to L Street

## Q Street to Northbound US-75

- Turn onto 25th Street frontage road
- Travel north along 25th Street frontage road through O Street
- Enter US-75 northbound via an entrance ramp

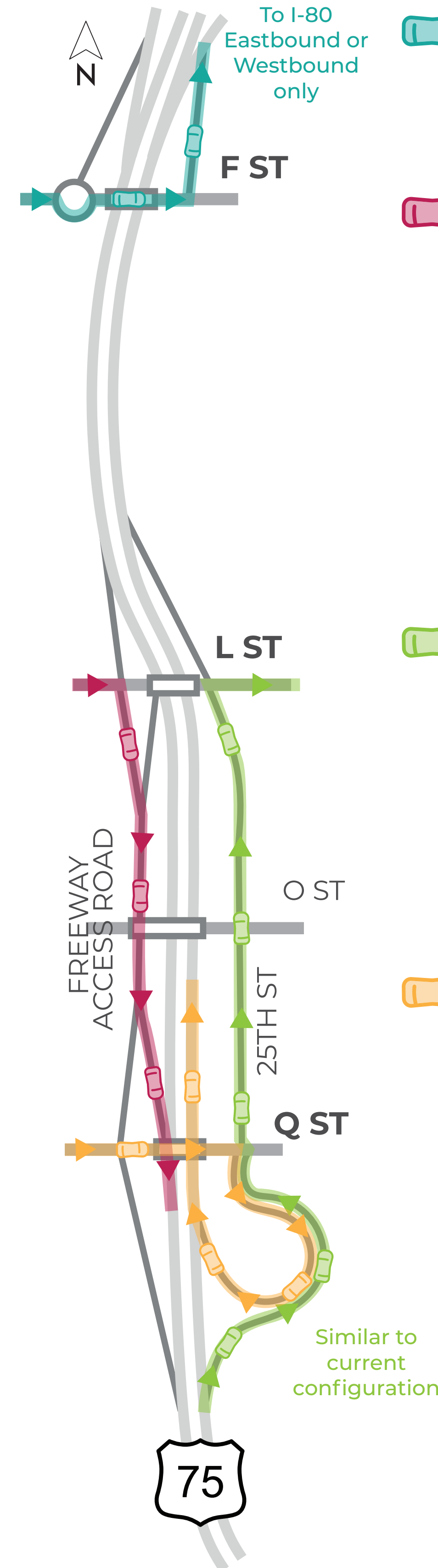
# Q, L, and F Street Interchange Alternative B

*These models are for viewing purposes only.*



- Partial access at F Street
- Median would allow access to or from I-80 eastbound and westbound only
- Partial access at L Street
- Between Q Street and L Street
  - Southbound freeway access road west of US-75
  - 25th Street for local access east of US-75
- Full access at Q Street

▬ Bridge  
○ Roundabout



## **F Street to Northbound US-75**

- Head north at the F Street entrance ramp

## **L Street to Southbound US-75**

- Head south at the interchange onto a freeway access road
- Weave with traffic exiting to Q Street
- Enter US-75 southbound

## **Northbound US-75 to L Street**

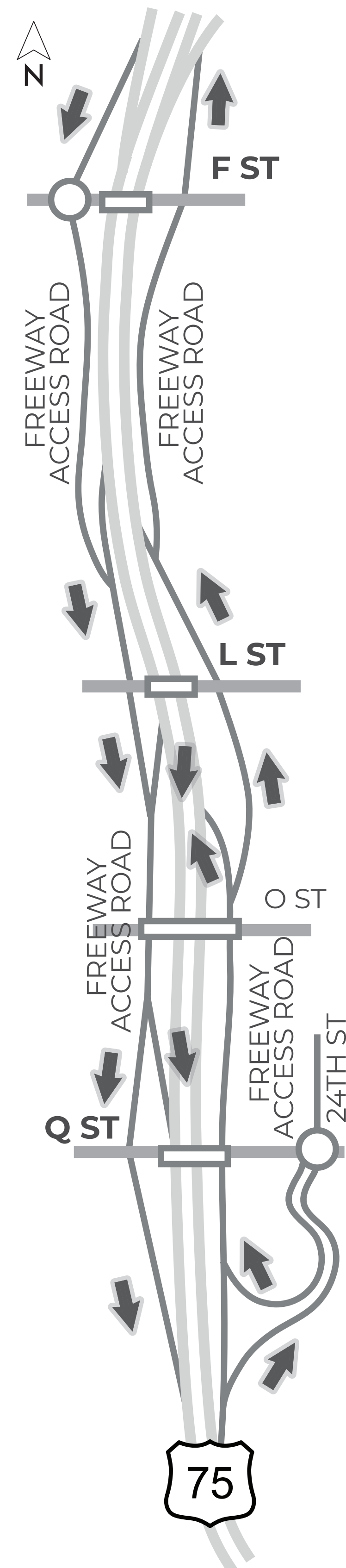
- Exit south of Q Street
- Go through the Q Street intersection onto 25th Street
- Travel north along 25th Street to L Street

## **Q Street to Northbound US-75**

- Take the loop entrance ramp

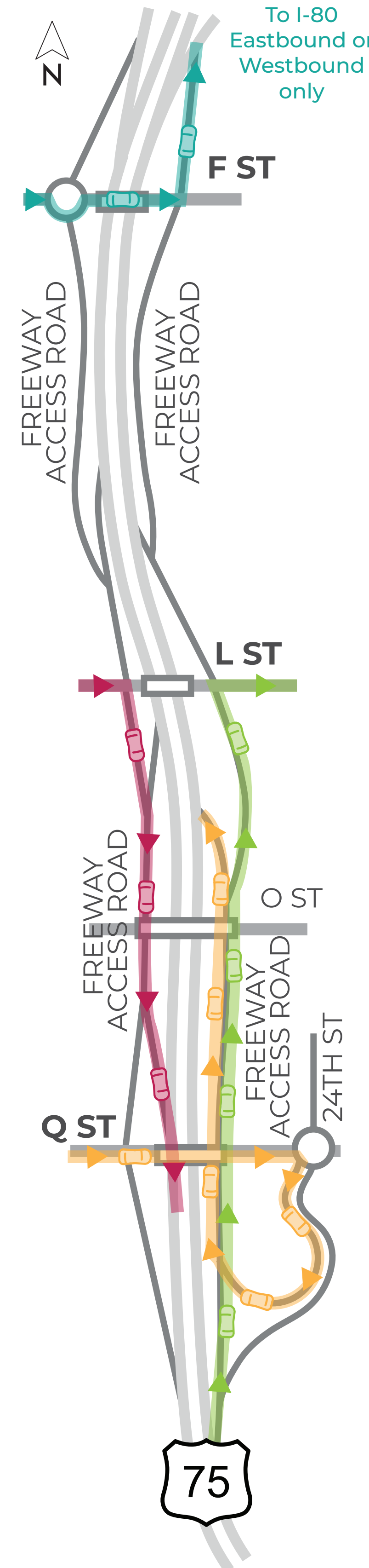
# Q, L, and F Street Interchange Alternative C

*These models are for viewing purposes only.*



- Partial access at F Street
- Median would allow access to or from I-80 eastbound and westbound only
- Freeway access roads would also be used to route traffic to or from F Street
- Full access at L Street
- Freeway access roads between Q Street and L Street
- Full access at Q Street

▬ Bridge  
○ Roundabout



## F Street to Northbound US-75

- Head north at the F Street entrance ramp

## L Street to Southbound US-75

- Head south at the interchange onto a freeway access road
- Weave with traffic exiting to Q Street
- Enter US-75 southbound

## Northbound US-75 to L Street

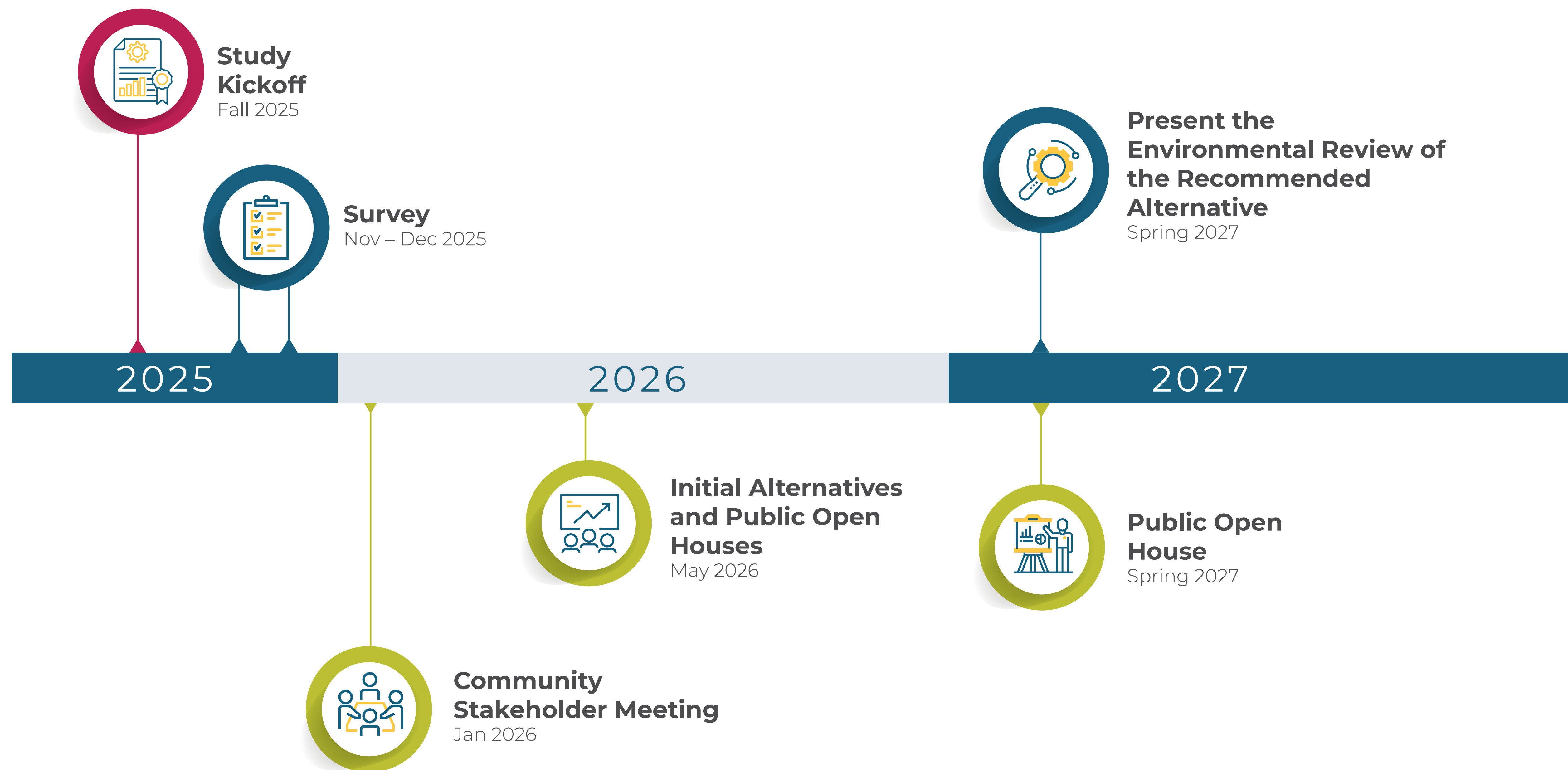
- Exit south of Q Street onto a freeway access road
- Weave with traffic entering from Q Street
- Exit at L Street

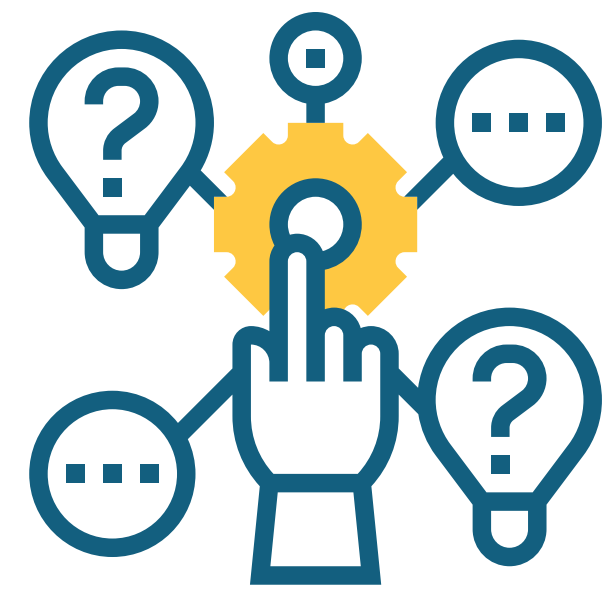
## Q Street to Northbound US-75

- Take the loop entrance ramp at the 24th Street roundabout
- Enter a freeway access road
- Weave with traffic exiting to L Street
- Enter US-75 northbound

# What's Next

Construction is subject to funding. This planning study helps identify what should move forward; later phases will seek funding before any construction occurs.





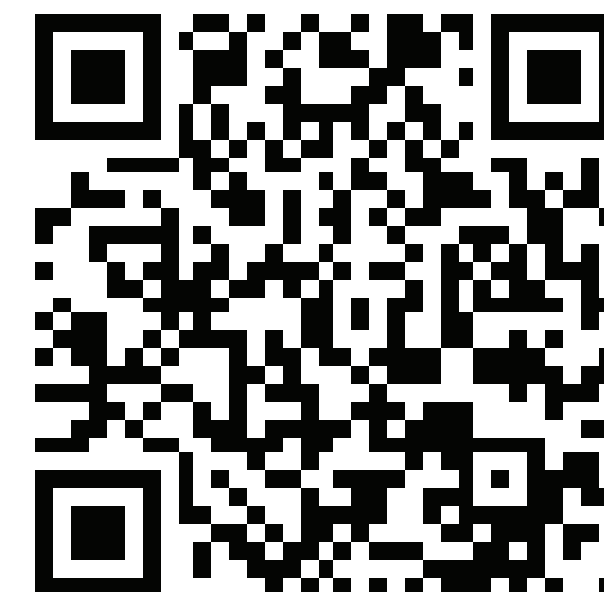
# Share Your **Feedback!**

## Ways to Comment



### Online

Scan the QR Code or visit:  
**[ndot.info/22953](https://ndot.info/22953)**



### Phone or Email

#### **Emily Schweitzer**

Public Involvement Specialist  
[emily.schweitzer@nebraska.gov](mailto:emily.schweitzer@nebraska.gov)  
402-318-1324

#### **Tom Goodbarn**

District 2 Engineer  
[thomas.goodbarn@nebraska.gov](mailto:thomas.goodbarn@nebraska.gov)  
402-595-2534



### In Person or Mail

**NDOT**, 4425 S 108th St, Omaha, NE 68145

### Please submit comments

**by May 22, 2026**, for inclusion in the official project record. NDOT welcomes questions and feedback at any time.

### Everything you see today is online!

Visit our Virtual Open House via the QR code or website between **May 7 - May 22, 2026**.